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New transport chassis

* 461 *Q.*—SRI K. RAMACHANDRAN (on behalf of Sri K. Sattanatha Karayalar) : Will the Hon. the Minister for Industries be pleased to state—

(*a*) the number of new chassis purchased by the Transport Department from 1st March 1957 with details about their make;

(*b*) the terms of purchase;

(*c*) whether they were delivered at Madras or at some other place;

(*d*) if the delivery was at Madras, the transport charges incurred from the place of assembly; and

(*e*) if the delivery was at a place other than Madras, how they were transported and the expenditure incurred thereon?

THE HON. SRI R. VENKATARAMAN : (*a*) 38 Leyland Comet chassis of 203" wheelbase and 8 Mercedes Benz chassis of 190" wheelbase were purchased from 1st March 1957 to 31st January 1958.

(*b*) 28 Leyland chassis were purchased at a cost of Rs. 36,232 each (inclusive of sales tax). This included the cost of automatic lubricator also. Ten Leyland chassis were purchased at a cost of Rs. 35,939.40 nP. (inclusive of sales tax). Eight Mercedes Benz were purchased at a cost of Rs. 28,865·50 nP. (inclusive of sales tax and transport charges).

The chassis were to be delivered at Chromepet.

(*c*) They were delivered at the Government Transport Central Workshop at Chromepet.

(*d*) The Leyland Comet chassis were delivered free of charge. For the Mercedes Benz chassis the firm has claimed Rs. 611 per chassis as transport charges. This rate is subject to confirmation by the Transport Commissioner.

(*e*) Does not arise.

SRI V. K. RAMASWAMY MUDALIYAR : May I know from the Hon. Minister whether there is any necessity to pay sales tax on it?

THE HON. SRI R. VENKATARAMAN : Yes, it is a commercial transaction.

SRI K. VINAYAKAM : Sir, do the Government purchase these chassis direct from the firm by themselves or through the Government of India as per the quota allotted to our State?

THE HON. SRI R. VENKATARAMAN : Sir, the Transport Department has an Advisory Committee consisting of the concerned Minister, the Secretary to the Home Department, the Secretary to the Finance Department and the Honorary Director of Transport. They go into the relative merits of the several types of chassis and

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now they have decided that instead of buying all and sundry types of chassis and building bodies on them, it is better to confine the makes to only two varieties, viz., Leyland Comet and Mercedes Benz. Since we have fixed the type of buses to be got, we apply direct to the firms and ask them to quote the rate at which it will be available for the Government.

Manimuthar Dam

* 462 *Q.*—Sri K. RAMACHANDRAN (on behalf of Sri S. B. Adityan) : Will the Hon. the Minister for Works be pleased to state—

(*a*) whether water was let into the channels from Manimuthar Dam on 3rd January, 1958 ; and

(*b*) if so, whether the channel leading to Vijayanarayanam tank was supplied with water?

The Hon. Sri P. KAKKAN : (*a*) Yes.

(*b*) Yes.

Sri G. GOMATHI SANKARA DIKSHITAR : மணிமுத்தாறு அணைக்கட்டுக் கால்வாய் அம்பாசமுத்திரம், திருநெல்வேலி, திருச்செந்தூர், நாங்குனேரி முதலிய நான்கு தாலூகாக்களின் வழியாகச் செல்வதால் இர்ரிகேஷன் முறை இப்பொழுது வகுக்கப்படக்கூடிய நிலைமையில் இருக்கிறதா ? அது வகுக்கப்பட்டு விட்டதா, என்று அறிய விரும்புகிறேன்.

The Hon. Sri P. KAKKAN : இர்ரிகேஷன் முறை எல்லாம் ஏற்கேனவே வகுக்கப்பட்டிருக்கிறது.

Sri M. K. SOMASUNDARAM : மணிமுத்தாறு அணைக்கட்டிலிருந்து நான்கு தாலூகாக்களுக்குத் தண்ணீர் விடவேண்டியிருப்பதால், எத்தனை குளங்களுக்குத் தண்ணீர் விடலாம் என்று அரசாங்கம் பரிசீலனை செய்திருக்கிறதா ? அப்படியானால் எத்தனை குளங்களுக்குத் தண்ணீர் விடப்பட்டிருக்கிறது என்று அறிய விரும்புகிறேன்.

The Hon. Sri P. KAKKAN : இந்த பாசனத்தின் மூலம் ஏற்கெனவே தண்ணீர் பாய்ந்துகொண்டிருக்கிற 83,000 ஏக்கராக்களுக்கு தண்ணீர் பாய ஏற்பாடு செய்யப்பட்டிருப்பதோடு கூட, 20,000 ஏக்கராக்களுக்குத் தண்ணீர் சப்ளை செய்யக்கூடிய குளங்களுக்கும் தண்ணீர் பாய ஏற்பாடு செய்யப்பட்டிருக்கிறது.

Heavy electrical equipment

* 463 *Q.*—Sri N. K. PALANISAMI : Will the Hon. the Minister for Electricity be pleased to state whether there was any proposal to start any concern to manufacture heavy electrical equipment at Avadi in 1956?

The Hon. Sri V. RAMIAH : Yes, Sir. In connection with the proposal to establish a factory for the manufacture of heavy electrical equipment in India, the Government of India appointed a team of experts to visit fourteen possible sites in the country recommended by the State Governments. In 1956, the team visited the site near Avadi recommended by this Government. After however considering the recommendations of the experts, the Government of India ultimately decided to locate the factory at Bairagarh near Bhopal.